

armed services on their own volition, but John was an exception, and his spirit of patriotism and selflessness would serve him well throughout his career. In 1974, a young John Lynch donned cap and gown and accepted his bachelor's degree in Industrial Education and earned a commission as an Ensign. Leaving the comfortable and familiar campus of The College of New Jersey, he headed south to the hot, humid weather of the Florida panhandle and the vocal, uncompromising, and unforgiving Marine Corps Drill Instructors who put the aviation candidates through their paces and initiated them into the life of the military.

By the time then Ensign Lynch graduated from flight school, Vietnamization was fully in place and responsibility for prosecuting the war was squarely on the shoulders of the Republic of Vietnam. Though American military personnel were no longer involved in a "shooting war", the United States was certainly locked into a tense, dangerous, and sometimes deadly Cold War with communist nations. During this period in our history, the United States and, primarily, the former Soviet Union stared at each other over fortified borders, and tested each other's defenses and military capabilities. Certainly one key element in how this Cold War was prosecuted was anti-submarine warfare, where American and Soviet submariners shadowed and evaded each other and the ships and aircraft that tried to detect and monitor their activities. It was as a part of this nuclear weapons cat and mouse game that John Lynch cut his teeth as a young Naval officer and aviator, flying operations looking for Soviet submarines.

As many will remember, the Cold War would heat up from time to time, and there was a period in the 1980's when events in the Middle East forced the United States to use force to protect our citizens, interests, and security. Inflammatory and hateful rhetoric espoused by radical leaders, coupled with things such as the infamous "Line of Death", the bombing of the Marine Barracks in Beirut, and a campaign of terror directed at the United States and her allies that brought American military assets to bear in the Mediterranean, and John Lynch was among those deployed to that region. As a matter of fact, as the Officer in Charge of the Navy's first dual SH-60B helicopter detachment aboard the U.S.S. *Halyburton* as it conducted operations off the coast of Libya, John logged nine combat flights in support of the fleet. Those experiences demonstrated the competence, composure, and courage of John Lynch, the essential qualities of any successful leader, whether he or she be in the military, the government, or the private sector. They certainly benefitted him, and those who served under him in HSL-42, during Operation Desert Shield/Storm.

Of course, Captain Lynch's career was not all dangerous missions flown

in the cramped cockpit of Navy helicopters, throughout his 24-years in the service, he held a number of different assignments that promoted Naval rotor wing aviation, including at IBM; Naval Air Station North Island, San Diego; Naval Aide and Flag Secretary at Naval Air Station Jacksonville; and on the staff of the Chief of Naval Operations for Surface Warfare. He earned a Master's Degree from the University of Southern California while he was stationed in San Diego. He also participated in the LEGIS Fellows Program, serving as a Military Legislative Assistant to my friend, United States Representative Tillie Fowler.

It was during his almost three year tenure as Director of Senate Affairs in the Office of the Secretary of Defense that we came to know John Lynch. In that position, the Captain was responsible for being the liaison between the Department of Defense and all Senators and their staffers, though his primary interaction was with the members and staff of the Armed Services Committee. A gregarious and competent man, Captain Lynch was an excellent representative of the Secretary of Defense who rendered an important service, helped facilitate positive relations between the Pentagon and the Senate, and made certain that the positions of the Secretary of Defense and the Executive Branch were well represented. He was unquestionably professional and accommodating and he set an excellent example for all those who worked for him in the Office of Senate Affairs, as well as for his successor.

After more than 20 years in service to the Navy and the Nation, it must be difficult for Captain Lynch to begin a new career, but he can look back on his time as a Naval Officer and take great satisfaction and pride in a job well done. His efforts helped to assure that the United States and her citizens were well protected, and I know Captain Lynch must be proud that his eldest son, Shaun, has chosen to follow in his father's public spirited footsteps by attending the Naval Academy and serving the Nation. I wish John Lynch, his wife Linda, son Shaun, and daughters Laurne and Kelly health, happiness, and success in the years to come.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Monday, February 2, 1998, the Federal debt stood at \$5,483,592,532,096.82 (Five trillion, four hundred eighty-three billion, five hundred ninety-two million, five hundred thirty-two thousand, ninety-six dollars and eighty-two cents).

Five years ago, February 2, 1993, the Federal debt stood at \$4,177,801,000,000 (Four trillion, one hundred seventy-seven billion, eight hundred one million).

Ten years ago, February 2, 1988, the Federal debt stood at \$2,463,053,000,000 (Two trillion, four hundred sixty-three billion, fifty-three million).

Fifteen years ago, February 2, 1983, the Federal debt stood at \$1,200,725,000,000 (One trillion, two hundred billion, seven hundred twenty-five million).

Twenty-five years ago, February 2, 1973, the Federal debt stood at \$449,134,000,000 (Four hundred forty-nine billion, one hundred thirty-four million) which reflects a debt increase of over \$5 trillion—\$5,034,458,532,096.82 (Five trillion, thirty-four billion, four hundred fifty-eight million, five hundred thirty-two thousand, ninety-six dollars and eighty-two cents) during the past 25 years.

MARKING THE 65TH BIRTHDAY OF SENATOR PAUL SARBANES

Mr. BYRD. Mr. President, I would like today to pay tribute to one of my most esteemed colleagues on the occasion of his birthday. For, sixty-five years ago, in Salisbury, Maryland, two Greek immigrants named Spyros and Matina Sarbanes gave birth to a child, whom they named Paul. I, for one, have no doubt—although history does not provide confirmation of my conjecture—that within a few days, or perhaps weeks, of this event, young Paul had begun the earnest and impassioned learning that would distinguish him throughout his life.

This learning has paid dividends throughout the life and career of PAUL SARBANES. It won him a scholarship to Princeton—from where he graduated Phi Beta Kappa—and earned him a Rhodes Scholarship. Thence, he proceeded to Harvard Law School and a prestigious clerkship with a federal appellate court judge. After conquering such mountains early on, he might have been forgiven for resting on his laurels, but these early triumphs proved to be simply prologue to further achievements. Senator SARBANES' drive and his intelligence propelled him from a law firm to the Maryland House of Delegates, then on to the U.S. House, and, in 1976, to the U.S. Senate. How wonderfully appropriate that the year in which this country celebrated its bicentennial it should also witness, in the election of Senator SARBANES, confirmation of the basic American tenet that any man—even the child of immigrants—can rise to the highest levels in this country! And who better than Senator SARBANES to prove that the American meritocracy, which rewards extraordinary wisdom and diligence, endures?

For over two decades, I have been privileged to work alongside Senator SARBANES. I have learned in that time to put down whatever business I have before me and pay careful attention when this man speaks on the floor. For I know that whatever words issue forth from his mouth will be the result of careful consideration, intelligent analysis, and a nuanced balancing of the facts. These qualities distinguish Senator SARBANES' remarks, and they are the reason why this man epitomizes for

me the best that the legal profession has to offer. If every lawyer would only emulate the reasonableness and wisdom of Senator SARBANES, the country's legal profession would be held in much higher esteem than it is today!

Mr. President, I am sure I speak for all my colleagues when I wish my esteemed colleague Senator SARBANES the happiest of birthdays. The words of Senator SARBANES' classical forebear, Aristophanes, seem particularly appropriate today: "Blest the man who possesses a keen intelligent mind."

TRIBUTE TO THE NATIONAL CATTLEMEN'S ASSOCIATION'S 100 YEARS OF EXCELLENCE

Mr. CAMPBELL. Mr. President, I call upon my colleagues today to recognize an organization that has been very valuable not only to the hard working ranchers and farmers that I represent in Colorado, but to everyone in America whose livelihood depends upon the cattle industry.

Founded in 1898, the National Cattlemen's Beef Association is the marketing and trade association for America's one million cattle farmers and ranchers.

Small businesses, like cattle farms and ranches, are the heart of the American economy. The U.S. cattle industry is comprised of more than one million individual farms or ranches that provide our nation with a steady supply of safe, nutritious beef. Living on a small ranch in Ignacio, Colorado, I know the vast majority of U.S. cattlemen are family farmers and ranchers who are skilled stewards of their natural resources and trained caretakers of the animals under their care. Eighty percent of cattle businesses have been in the same family for more than 25 years and 10 percent for more than 100 years.

Cattle ranchers form the largest part of the U.S. food and fiber industry, which, in turn, is the largest segment of the U.S. economy—nearly 17.5 percent of the gross national product. Doing business in all 50 states, cattlemen contribute to thousands of rural economies and, directly and indirectly, add \$153 billion to the national economy. It is also important to recognize that the beef industry provides 1.6 million American jobs, and the U.S. annually produces nearly 25 percent of the world's beef supply with less than 10 percent of the world's cattle inventory.

In Denver, where the industry is commemorating 100 years of the cattlemen's association history, we have a unique opportunity for people all across America to join in celebrating the labor of generations of America's cattlemen and women.

Since this historic event is taking place in my home state of Colorado, I would like to take this time also to recognize the Colorado Cattlemen's Association, which is one of the nation's oldest cattlemen's associations, founded in 1867, even before Colorado became a state. I am proud to say that with

hard working grass-roots organizations like the National Cattlemen's Association and the Colorado Cattlemen's Association, issues that directly affect the West and across this country can be addressed in Washington with great success.

In 1996, I joined Senator DOMENICI on the Senate floor in support of the grazing reform bill in the 104th Congress. It was a moving sight to see so many cattlemen and women in the Senate gallery and the halls of Congress working with their senators to help ensure passage of this vital legislation. Currently, grazing legislation is pending in the Senate Energy and Natural Resources Committee on which I serve. With endorsements from strong grass-roots organizations like the National Cattlemen's Beef Association and the Colorado Cattlemen's Association, we will continue to fight to get this legislation enacted into law.

Once again I commend the National Cattlemen's Beef Association for 100 years of dedicated service to America's ranchers and farmers.

Mr. HAGEL. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. GRAMM. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. GRAMM. Mr. President, I ask unanimous consent to speak as if in morning business for up to 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered. The Senator from Texas is recognized.

THE HIGHWAY BILL

Mr. GRAMM. Mr. President, as many of our colleagues are aware, there has been a problem in America since roughly 1990 in that we have collected taxes on gasoline. Those taxes, as anyone knows who has ever stood and read the gasoline pump as they are filling up their car or truck, are dedicated to building highways. But, yet, since 1990, over 25 cents out of every dollar we have collected in gasoline taxes has not gone to building highways. It has instead gone to fund general government.

This produces a real problem. If you read the sign on the gasoline pump, it basically gives you good news and bad news. The bad news is that about a third of the cost of a gallon of gasoline is taxes. The good news is that every penny you pay in gasoline taxes is supposed to go to build roads. The problem since roughly 1990 has been that the bad news is true and the good news is not true.

Senator BYRD, I, and others set about last year to try to correct this problem to basically try to bring honesty to Government by having a program that in reality conforms to what we tell the American people. And that program is

that if you collect money on gasoline taxes to spend on roads that you spend the money on roads and nothing else. We have done it in two parts. One part is complete.

I offered an amendment to last year's tax bill which was adopted in the Senate, adopted in the House, and became law when the President signed the tax bill into law. It took the 4.3 cents a gallon tax on gasoline that in 1993 the President had dedicated permanently to general revenues—the first time in American history that such a designation had ever occurred—and it put that gasoline tax back into the highway trust fund. You can imagine how surprised we were when the President's budget came out and not one penny of that gasoline tax is proposed to be spent on highways.

Senator BYRD, I, and others have put together an amendment which now has, I believe, 52 cosponsors. I want today to outline what the amendment does and what it does not do, what the result of adopting the amendment would do, and what it would not do. I also want to address two other issues that people have talked about as reasons of not being for the amendment.

First of all, our amendment is on an authorization bill. It basically would change the highway bill to assure that the 4.3-cents-a-gallon tax on gasoline would be authorized to be spent on highways. Our amendment does not, nor could it, change the spending caps in the budget. Nothing in our amendment would in any way change the total amount of funds that are currently available to be spent under the budget agreement which we adopted last year. In fact, our amendment specifically states that nothing in the amendment will bridge or break those caps. So we are not debating how much total money is going to be spent next year. That debate is going to occur in the budget and probably to some extent in the appropriations process and perhaps in the Finance Committee with taxes and user fees.

My position is longstanding, and I don't intend to change it under any circumstances. And that position is that we should not raise the spending caps; that we made an agreement last year with the President. We took that agreement to the American people. We made a promise. I think we ought to live up to that promise.

The Byrd-Grass amendment simply allows highways to compete with every other use of money within the budget agreement. If we do not adopt the Byrd-Grass amendment, it means that for the next 6 years we are going to be spending less than 75 cents out of every dollar collected in gasoline taxes on highways, and we are going to continue to perpetuate an untruth where people were told when they buy gasoline that the money is going to build highways when in reality over 25 cents out of every dollar is going to general government. If you believe that when we have a dedicated revenue source—a